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HUNTER, M.A.  
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No. 15,825.

號一廿月正年四十一百九千一英

HONGKONG, WEDNESDAY, JANUARY 21, 1914.

中華民國三年一月廿一號

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No. 12, Queen's Road East,  
Hongkong, Oct. 3, 1913. 1100

### THE ROMANCE OF A BROOD MARE.

(By Astrakian in the "Standard.")  
It was generally thought that the New-  
market December Sales last week would  
not quite rival those of twelve months  
ago in the sum realised on account of the  
shortage of money on the Continent owing  
to the recent war in the East. The  
Russian sportsman, M. Mantaschoff came  
to the rescue, however, and made the  
bidding on many occasions very brisk,  
for he expended close on £50,000. Statistics,  
as a rule, are not very interesting  
reading, still it is gratifying to those who  
make racing a hobby to see the amount  
of vitality that still exists in British  
bloodstock breeding. In the last six  
years prices, so far as the famous New-  
market Sales are concerned, have in-  
creased a hundred per cent. Turning  
back to the records of 1908, some 596  
lots were knocked down by Messrs.  
Tattersall for a total of 125,140gns., an  
average of 210gns. a lot, but at the con-  
clusion of this year's sales the figures  
were in the case of prices more than  
doubled, as 718 lots fetched 308,858gns.,  
which works out an average of very nearly  
430gns. Since 1908 there has been an  
increase each year. Twelve months ago  
it was thought that the high-water mark  
had been reached when the average went  
up to 380gns., but that was easily eclipsed  
last week.

These figures would have shown an  
even more wonderful result but for the  
fact that reserves placed on many lots that  
were withdrawn. Amongst the unsold  
lots were such well-known horses as Cal-  
umet (4,500gns.), Talli-Bardine (4,500gns.)  
and Magic (2,900gns.). The last named  
best Bayard for the Goodwood Cup some  
three years ago. The future of the sales,  
however, was the high price given for  
brood-mares. When M. Mantaschoff got  
going he was hard to beat in this direc-  
tion. On the opening afternoon he had  
a rare tussle with Mr. E. M. Weatherly  
for Lalia, a young mare by Gallinule-  
Edme, but the keeper of the match-book  
outlasted him by bidding 5,700gns. The  
Russian owner, however, would not be  
defeated on the following afternoon, for  
amongst his many purchases were Roche  
Noir (1,000gns.), Miss Pinks (1,350gns.),  
Maccigny (1,300gns.), Excellence  
(3,500gns.), and Sunkiss (5,000gns.).  
The last mentioned was bred by Mr. J.  
B. Jod in 1908, and is a doubtfully sired  
daughter of Absurdity, by either Sir  
Goodfry or Sundridge, therefore is either  
a full or half-sister to such good horses  
as Aburd, Black Jester, and the Oaks  
winner Jester.

There is quite a romance about this  
mare. I well remember Sir Charles  
Nugent buying her for Colonel Fenwick  
at Windsor some three years ago, after  
she had won a two-year-old selling plate.  
The price paid for her was 800gns. This  
was the only race she won in this country,  
and after four failures in the Mack jacket  
at the end of the season she was sold at  
Lingfield to the Epsom horse-dealer Mr.  
W. Hopkins for 105gns. She was then  
sent to South Africa, where she won  
several races, and was bought by Sir Abe  
Bailey, who sent her back to England  
to be mated with the Royal Hun Cup  
winner Dark Ronald. Twelve months ago  
she was catalogued at the Newmarket  
Sales as the joint property of Sir Abe  
Bailey and Mr. Donald Fraser, and was  
purchased by the latter gentleman for  
£200gns. M. Mantaschoff, who is still a  
competitively young man, headed the list  
of winning owners in Russia last year.  
He commenced life, I am told, in humble  
circumstances, but a turn in the wheel  
of fortune has placed him in the position  
of an all-magnate. In addition to his  
purchases of brood-mares, he gave  
5,100gns. for a foal by Bayard-Chevalier  
Cal, a record price for a youngster not  
yet a year old.

## BUSINESS NOTICES.

### A GENERAL FAVOURITE

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8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'  
10 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

THURSDAY, 22nd JANUARY.  
8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'  
10 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

A Telephone Service has been recently installed on the Company's Steamers.  
Day Steamers Call No. 778, Night Steamers Call No. 777.

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HONGKONG TO MACAO.  
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.  
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MACAO TO HONGKONG.  
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.

### EXCURSION TO MACAO. SUNDAY, 23rd JANUARY.

The Company's New Steamship "TAISHAN,"  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 5 P.M.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M., and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street  
Wharf.  
This steamer connects with the excursion steamer returning from Macao at 5 P.M.

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Further particulars may be obtained at the Office of the Company.

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Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

S.S. 'HOI-SANG'

Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 A.M.  
Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 A.M.

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S.S. 'SAINAM' 588 Tons, and S.S. 'NANNING' 588 Tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
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Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.  
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Opposite Drake Pier.



#### NOTICE.

IT is hereby notified that a Constant  
SUPPLY of WATER will be turned  
on in the RIDER MAIN DISTRICTS on  
the 23rd, 24th & 25th instant.  
W. CHATHAM,  
Public Works Office,  
Hongkong, Jan. 19, 1914. 88

#### NOTICE.

WE, the Undersigned, have this day  
been appointed Sole Representa-  
tives for the DERHAM LUMBER CO.  
of the Philippine Islands, and are prepared  
to quote Prices on all grades of Philippine  
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N. S. MOSES & CO.,  
14, Des Voeux Road Central,  
Hongkong, Jan. 9, 1914. 44

## BUSINESS NOTICES.

## FAIRALL & CO.

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Hongkong, January 5, 1914.

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MESSRS. SANDER, WIELER & CO.,  
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AUSTRIAN LLOYD.

Hongkong, January 14, 1914.

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Manager

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Hongkong, May 17, 1913

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Hongkong, Dec. 17, 1913.

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CITY HALL, Feb. 12th, 13th & 14th.

Hongkong, Jan. 19, 1914.

THE LAUREATE'S CHRISTMAS POEM.

Revival of An Ancient Custom.

Dr. Robert Bridges As "Versificator Regis."

The poem which we publish below was sent by Dr. Robert Bridges, the Poet Laureate to the King, and it appears in "The Times" of December 24 by his Majesty's express desire.

The subject of the poem, which is the first-fruit of Dr. Bridges's official appointment, the day of its appearance, and the circumstances of its dedication could not have been more appropriate; and Dr. Bridges may be regarded as both conscious of, and happy in, the duties of his ancient office. He has assumed without delay the functions of "Versificator Regis," a personage whose privileges are at least as old as the times of the Plantagenets, and older by several centuries than the style of the Laureate. Like his remote predecessor, he has availed himself of his right to address the Sovereign, not on a state occasion, but at a time of Christian festival. To the period of his first predecessor, whom we hear of at least as early as 1340, he appears, as many of our readers will at once recognize, to have reverted, with much grace and felicity, for the form in which his poem is cast. It is not improbable that the Court Minstrel of the early 14th century would have used the same Germanic rhythm, based upon alliteration and the central pause, which is best known to us now from the "Vision of Piers Plowman."

Dr. Bridges therefore has sought one of the earliest founts of English inspiration, and has attested the continuity both of the inspiration and the office. He has been happy also in the choice of his subject. The great festival of Christmas, at Christmas, has given a theme to countless poets, both great and small, in England. Of these the names of the principal will occur to all; but we may remind our readers that it is by his Christmas hymn that one of the least significant of the Poets Laureate has won a measure of immortality. The words which will be on the lips of thousands today and to-morrow, "While Shepherds watched their flocks by night," were written by Nahum Tate, Poet Laureate from 1692 to 1715.

Christmas Eve.

PAY HOMINISTS DONAL VOLONTATIS.

A Frosty Christmas-eve, when the stars were shining  
Frore I forth alone, where westward falls the hill  
And from many a village, in the water'd valley  
Distant music reached me, peals of bells a-ringing;  
The orchestral sounds, ran sprinkling on earth's floor  
As the dark vault above, with stars was spangled o'er.

Then sped my thought to keep, that first Christmas of all  
When the shepherds watching, by their flocks ere the dawn  
Heard music in the fields, and marvelling could not tell  
Whether it were angels, or the bright stars singing.

Now blessed be the towers, that crown England so fair  
That stand up strong in prayer, unto God for our souls:  
Blessed be their founders, (said I) and our country-folk  
Who are ringing for Christ, in the bell-towers to-night.

With arms lifted to clutch, the rattling ropes that race  
In the dark above, and the mad romping din.

But to me heard afar, it was heavenly music,  
Angels' song comforting, as the comfort of Christ.  
When he spake tenderly, to his sorrowful flock:  
The old words came to me, by the riches of time  
Mellow'd and transfigured, as I stood on the hill  
Hark'ning in the aspect, of th' eternal silence.

ROBERT BRIDGES.

INDUSTRIAL CENSUS OF NATAL.

In the absence of a Government statistical bureau it is extremely difficult to obtain accurate information regarding the annual development of the important industries of the Union. The following figures relating to the Province of Natal have been taken from the Census returns for May 1911, which have recently been published. At that time, the occupied lands of Natal aggregated 17,333,112 acres, of which 1,070,474 acres were under cultivation, 239,411 acres were being fallow, and 9,062,227 acres were used as grazing land. The various factory industries numbered 359. Some of these industries, notably sugar-making, soap-making, brewing and distilling, have been enlarged to a considerable extent since the date of the Census.

FOR a good John Oakeley & Sons or "Table of Data with Wines & Liqueurs" of the Black, ALEXANDRA HAY.

WOMEN WORKERS.

Interesting Census Figures.

There was issued on Dec. 16 Vol. 10 of the series of reports on the recent census of England and Wales. It is a document of close on 800 foolscap pages, and consists of a statistical table giving particulars of the occupations of the population in each urban and rural area. It is explained that the size of the table dealing with the subject renders it impracticable to include the whole in a single volume, and in order to obviate any further delay in publishing the available figures, it was decided to issue these in advance of the other tables, and the report on the whole subject, the preparation of which will shortly be completed.

Out of a total population of 15,662,300 males and 14,837,113 females of ten years and upwards, the numbers returned as engaged in occupations and as unemployed respectively were as follows:

	Males.	Females.
Engaged in Occupations	11,453,603	4,830,734
Unemployed	2,208,535	10,026,370

A classification of the females in regard to marital condition gives the following results:

	Unmarried.	Married.	Widowed.
Total	6,892,025	6,830,284	1,364,304
Engaged in Occupations	3,739,532	680,191	411,011
Unemployed	3,152,493	5,050,093	953,293

As many as 21,580 boys and 10,243 girls between the ages of 10 and 15 were returned as engaged in occupations, and 7,561 boys and 30,033 girls aged from 15 to 14.

Details particulars of occupations show that there were at the date of the census 10,614 men and 31,538 women in the Government service, and 107,810 men (including 53,160 police) and 19,437 women in the employment of local authorities.

INVASION OF THE PROFESSIONS.

The appended table shows at a glance the extent to which women have invaded the professions and their subordinate services, a noteworthy feature being the inclusion of three ladies under the heading of "clergymen, priests, ministers":

	Males.	Females.
1. Clerical—Clergymen, Priests, Ministers	80,201	3
Others	13,157	14,312
2. Legal—Barristers, Solicitors	21,380	—
Law Clerks	34,106	2,150
3. Medical—Physicians, Surgeons, Registered Practitioners	22,092	474
Midwives, Sick Nurses, Invalid Attendants	1,257	83,602
Others	14,004	3,560
4. Teaching—Literary, Scientific, and Political	25,409	5,680
5. Engineers and Surveyors	12,271	—
6. Art, Music, Drama, &c.—Painters, Sculptors, Artists	107,223	49,998
Photographers	7,417	4,202
Musicians, Music Masters, Singers	11,800	5,018
Actors	22,844	24,272
Others	9,076	9,171

As regards commercial occupations, 4,201 women were returned under the heading of merchants, agents, and accountants, this total including 2,727 brokers and agents and 665 commercial travellers. There were also 5,489 women engaged in banking and insurance. Female commercial and business clerks numbered 117,057, compared with 300,478 males engaged in the same occupations.

Ordinary indoor domestic service gave employment to 1,271,090 women, and in addition 63,338 were engaged in hotels and in lodging and eating houses. Female domestic outdoor workers included one groom and 103 gardeners. Among domestic male servants there were 67,223 coachmen, 21,151 motor-car drivers and attendants, 118,739 gardeners, and 17,148 game-keepers.

Other women workers enumerated include 25 farm bailiffs, 6 shepherds, 140 builders, 166 painters and decorators, 17,115 tailors, 66,578 milliners, 309,240 dressmakers, 10,771 milliners and dairy-maids, 11,881 butchers, 66,242 bakers and confectioners, 63,408 grocers, 61,452 board and lodging-house keepers, 60,643 hotel keepers and publicans, 2,571 pawnbrokers, and 126,061 charwomen.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonn.	Speed.	I.H.P.	Commander.	Last report on
Alacrity	despatch-vessel	1650	8	3000	Comdr. Archibald Cochran	Hongkong
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	3	900	Lt.-Comdr. B. S. Prichard	Shanghai
Britomart	river gunboat	710	3	900	Lieut. Comdr. W. H. Darvall	Shanghai
Cadmus	aloop	1070	6	1400	Capt. H. P. E. T. Williams	Shanghai
Cerberus	torpedo boat & destroyer	560	4	7500	Lieut. H. T. England	Ming Bay
Cherub	water tank and tug	330	—	300	—	Hongkong
Colo	aloop	1070	6	1400	Comdr. Collin Mackenzie, D.S.O.	Shanghai
Colne	torpedo boat destroyer	550	4	7500	Lieut. M. B. Birckett	Hongkong
Fame	torpedo boat destroyer	550	4	7500	Lieut. C. M. Blackman	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. M. R. Hill	Cruising
Jed	torpedo boat destroyer	560	4	7500	Lieut. G. F. A. Mulock	Hongkong
Kennet	torpedo boat destroyer	560	4	7500	Lieut. E. K. Boddam-Whetham	Hongkong
Kinshaf	river gunboat	116	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze River
Minotaur	aloop	1040	—	—	Capt. F. C. O. Pasco	Hongkong
Minotaur	cruiser, 1st class	14,500	—	27,000	Capt. E. B. Kiddle	Hongkong
Moore	river gunboat	180	2	900	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4900	12	23,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	river gunboat	85	3	240	Lieut.-Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	590	—	7500	Lieut. R. W. Wilkinson	Ming Bay
Rosario	depot ship, submarines	990	—	1400	Lieut. F. A. N. Cromie	Hongkong
Robin	river gunboat	85	3	240	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	3	240	Lt.-Com. I. A. S. Hutton	Ming Bay
Snipe	river gunboat	85	3	240	Lt.-Comdr. Maurice R. Loels	Yangtze River
Tamar	receiving ship	4550	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	900	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	3	900	Lt.-Com. E. R. N. Cottrill-Dormer	Cruising
Triumph	battleship	11,935	18	13,500	Capt. P. Strafford, M.V.O.	Hongkong
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Hongkong
Welland	torpedo boat destroyer	590	—	7500	Comdr. Seymour	Hongkong
Widgeon	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	6250	—	22,000	Capt. H. L. Cochran	Shanghai
0.36	submarine	—	—	—	Lt. Comdr. F. J. McGillevie	Hongkong
0.37	submarine	—	—	—	Lt.-Comdr. J. Gimes	Hongkong
0.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
0.39	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
0.40	torpedo boat	—	—	—	Lt. Comdr. Barton	West River
0.41	torpedo boat	—	—	—	Lt. Comdr. Neel	West River
0.42	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	Hongkong

\* Flagship of Vice-Admiral T. H. M. Jerram, K.O.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonn.	Speed.	I.H.P.	Captain.	Last report on
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovitz	Foochow
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Elabor	French armoured cruiser	9730	13	19,600	Capt. Gouta	Saigon
Montcalm	French flagship	9600	—	—	Capt. de Vaisseau	Saigon
Decidée	French gunboat	445	10	1300	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Durdet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Juvillier	Canton
Pelto	French gunboat	130	—	—	Lieut. Collin	Tongha
Dondard de Lagre	French gunboat	—	—	—	Lieut. Dupuy Duteemps	Tientsin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boluis	Saigon
Protes	French sub-marine	—	—	—	—	Saigon
* Glyx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	500	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Roussin	Saigon
Fistulet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mouquet	French destroyer	307	8	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boudault, Commanding the local defence Indo China.						
Kmden	German cruiser	3800	22	13,500	Capt. v. Reiborn	Hongkong
Glisenoan	German armoured cruiser	11,600	28	28,000	Captain Brunningham	Tientsin
Thiele	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behndts	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German gunboat	3400	22	13,200	Capt. Möhrberg	Tientsin
Other	German river gunboat	—	—	—	Capt. Lieut. Frie	Yangtze River
Scharnhorst	German flagship	11,600	26	26,300	Capt. von Schultz	Tientsin
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Baranberg	Tientsin
Taku	German torpedo-boat	280	4	8000	Obt. v. S. Classen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Röcker	Tientsin
Tientsin	German river gunboat	223	4	1300	Capt. von Müller	Canton
Vaterland	German river gunboat	223	4	600	Obt. v. S. Pries	Shanghai
Calabria	Italian cruiser	4145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patris	Portuguese gunboat	700	—	—	Captain José de Carvalho Gato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A 3	U. S. submarine			Ensign C. McO. Murray	Cavite
A 4	"			Lieut. E. D. McWhorter	Cavite
A 5	"			Ensign J. C. Van de Carr	Cavite
A 7	"			Ensign C. M. Yates	Cavite
Albatross	U. S. protected cruiser	3430	10	7500	Cruising
Bainbridge	U.S. torpedo-boat destroyer	420	7	8000	Cavite
Barry	U.S. torpedo-boat destroyer	420	7	8000	Cavite
Callao	U. S. gunboat	243	8	250	Canton
Chimney	U.S. torpedo-boat destroyer	420	7	8000	Cavite
Cincinnati	U. S. protected cruiser	5183	11	10,000	Cruising
Dale	U.S. torpedo-boat destroyer	420	7	8000	Cavite
Decatur	U.S. torpedo-boat destroyer	420	7	8000	Cavite
El Cano	U. S. gunboat	620	4	600	Shanghai
Helena	U. S. gunboat	1392	8	1068	Shanghai
Mohican	U. S. station ship	1900	6	1100	Cavite
Monadnock	U. S. monitor	3290	6	3000	Olongapo
Monterey	U. S. monitor	4084	4	5277	Olongapo
Panama	U. S. gunboat	243	8	—	Uvira
Pleasant	U. S. sea going tug	854	2	1800	Canton
Pompey	U. S. Repair ship	3063	—	—	Cavite
Quincy	U. S. gunboat	350	2	208	Shanghai
Rainbow	U. S. cruiser	4360	14	1800	Swato
Saimar	U. S. gunboat	243	8	250	Shanghai
+ Saratoga	U. S. armored cruiser	8112	14	17,401	Sual co
Via obca	U. S. gunboat	370	9	298	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Hean co
Wompatuck	U. S. tug	402	—	630	Monong

\* U. S. S. Saratoga Flagship of Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet.



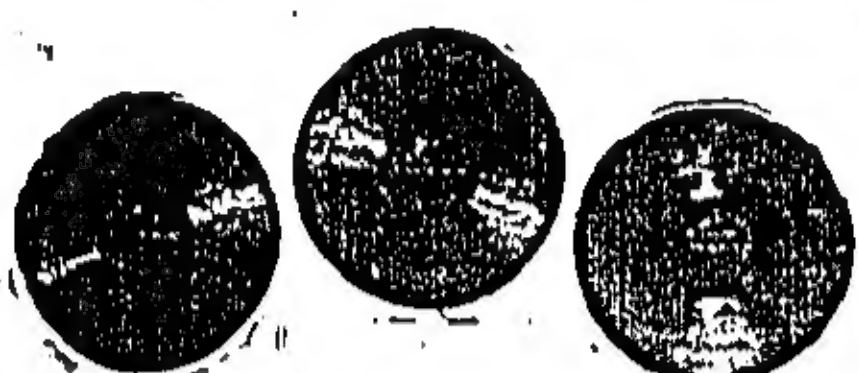
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questions, such as organisation, discipline, rates of pay, prices of commodities, system of instruction, penal laws, and so on are each of them worth a special study by themselves, the object of this particular article is merely to suggest how the Chinese endless cycle of sixty, as applied to years and days, might possibly be turned to convenient use by modern Western astronomers and mathematicians as a means of saving time in registering temporary if not permanent calculations. It must be explained that a Chinese Jesuit named Peter Hoang spent the last days of his life a few years ago in the gigantic labour of working out the exact Julian and Gregorian days for every single day in serious Chinese history. No matter what difficulties interpose themselves between occidental and oriental, solar and lunar calendars, or what arrangements are made from age to age in interpolating intercalary months or days, leap years, and such makeshifts, the annual cycle and the daily cycle inevitably run smoothly on inexorably and smoothly in *omnevolubilis cursum*; and this both forwards and backwards, for a day is always a day on earth, no matter what the sun and the moon may seem to do in their courses; on the other hand a year, Chinese or Western, long or short, has solstices and equinoxes to keep it within a certain Procrustean bed, however much we may shift the beginning of it. The Chinese cycle may easily be described in English equivalents: there are two groups of practically meaningless signs which may be rendered by the equally meaningless letters of our alphabet: one group consists of ten, the other of twelve: the first group we may call A, B, C, D, E, F, G, H, I, J, and the second group K, L, M, N, O, P, Q, R, S, T, U, V. Thus AK is the first year of any cycle, whilst JT is the tenth; but, as the first group only contains ten signs to the twelve of the second, the eleventh year becomes AU, and the twentieth year JR and so it goes on until the last or 60th year of the cycle, which is of course JV. Now, Dr. Aurel Stein's wooden documents, after being buried 2,000 years in the sands of Gobi, the oldest goes back to B. C. 98—contain innumerable indications of years and days that correspond exactly with the laborious (he himself, in his weariness, uses the word *fastidious*) calculations of Pere Hoang made, so to speak, but yesterday: nay more, Professor Chavannes is even able to superadd a slight correction in one case, which does not, however, affect the real day date, but only shows that the modern mathematician has put the intercalary moon slightly out of sidereal order. Moreover, over and above the fact that the moon's phases are fitted with day dates for thousands of years, a curious new discovery of "fixed points" has now been made, the precise significance of which is not yet quite manifest, but which apparently corresponds in some way with the sidereal position of the moon in its "mansions." These "fixed points" are found to occur at intervals of twelve clear days if they come in the same moon, but at intervals of thirteen clear days if they occur in one moon and in the next following moon. M. Chavannes, so far as 25 years back, displayed great mathematical acumen in working out the ancient Chinese calendar systems, and of course he is quite in his element now in patiently solving the many problems raised by Dr. Stein's documents. The point here suggested, however, is this—Forty cycles of sixty years each would take us back 2,400 years, which for most purposes is the limit of our Western historical knowledge, and there are roughly six cycles of days in a year, or 14,400 of them in 2,400 years; say 864,000 days. Thus 17/18 would stand for the 17th cycle beginning with 500 B.C. and the 18th year of that cycle. A course 5,000 years instead of 2,400 could be used equally well for Egyptian and Babylonian calculations. Calculating backwards or forwards from any year possessing a known cycle figure—for instance AK in 1924, 1884, 1804, and so backwards to A.D. 4—it is impossible to go wrong; and in the same way when an absolutely certain cyclic day date is known, e.g. that of a great earthquake or eclipse, or astronomical dates backwards or forwards may be similarly calculated by intervals of sixty so as to fix relatively, and, if necessary, positively any other uncertain date. Sir William Ramsay has recently expressed the opinion that it would have been better if we had adopted the Chinese method of writing instead of our own, as each character instantly suggests to the eye what is meant independently of all spelling. It is indeed a fact that the pages of a Chinese book may be

### NEWS OF THE DAY.

#### LOCAL AND GENERAL.

A sampan "captured" in a squall this morning, but so far as is known no lives were lost.

The Legislative Council meets to-morrow. Three Bills are down for first reading and two for second reading.

During the heavy blow last night a ballast boat broke away from its moorings in the harbour and drifted against Holt's wharf at Kowloon.

Miss E. Morrison, of 40, Hollywood Road has reported to the police the theft of three bracelets, valued at \$250, from her house.

Arrested on a wharf with a revolver in his possession, at the Magistracy to-day a Chinese was fined \$100 for having no permit to carry arms.

The police have received reports of a number of thefts and robberies from Chinese houses, the value of the property stolen amounting to about \$600.

Since the first of the month butler worth \$20 has disappeared from the Kowloon godowns. The police are making inquiries into the theft.

Detective-Sergeants Murphy and Clark executed a search warrant yesterday and arrested a man for being in unlawful possession of 338 tins of margarine butter.

The Army Council has approved of the grant of the local rank of Lieutenant-Colonel to Major R. N. Bray, while employed as Commandant of the Shanghai Volunteer Corps.

Inspector McDonald, who has completed eighteen years' service in the Police Force, not counting two years which he has spent on leave, signed on to-day for a further period of five years.

We have received a copy of the Hong Kong Civil Service List for 1914, a volume of 226 pages which gives particulars of the service, offices, qualifications and salary of all the Hong Kong Civil Servants, as well as much other information useful to the public.

What is probably a record rifle score by a lady in Hongkong was made yesterday on the Dockyard R.C. range at Tai Hang by Mrs. A. J. Brock. Mrs. Brock is the wife of the club secretary and her scores, on Blaser targets at 300, 500 and 600 yards, were 23, 23, 29—91, out of a possible of 103.

At the Magistracy yesterday Mr. J. R. Wood committed for trial at the Sessions two Chinese on a charge of participating in an attempted armed robbery at a Chinese house in Hung Ring Lane. Men armed with knives and revolvers attacked the mistress of the house, to which they had gained admittance by a ruse, but she screamed out for help and the men bolted, the prisoners flight being arrested by a watchman.

A Government Gazette Extraordinary notifies that H. E. the Governor-in-Council has, under Section 7 of the Holidays Ordinance, 1912 (Ordinance No. 5 of 1912), appointed Tuesday, January 27, to be observed as a general holiday.

It is also notified that the Governor has been pleased to exclude the Police Magistrate's Department from the operation of the Holidays Ordinance, 1912 (Ordinance No. 5 of 1912), on Tuesday, January 27.

At the Magistracy this morning a sampan woman and a man were charged with being in unlawful possession of forty and five tins of opium respectively. Mr. R. C. Farhall defended the woman and Mr. Dixon, of Messrs. Wilkinson and Grid, appeared for the man. It was stated by the solicitors for the defence that the sampan woman was asked to row a man and his luggage to a ship, agreeing to make the journey for fifty cents. A revenue officer came up at this juncture and the man thereupon ran away. The woman was arrested, with the other defendant, who merely happened to be standing by. The opium was found in the parcel which the woman was carrying to her boat. The man produced a permit for his five tins of opium. Both summonses were dismissed.

### TURF TOPICS.

There was a large attendance at the Race Course this morning to watch the number of gallops that were booked off in quick succession one after the other, with often several going at the same time. The morning broke clear, though there were dark clouds flying overhead, which gave promise of the much needed rain to soften the course and improve the turf. The course was fast, being hard and dry—not sufficient dew having fallen to soften the surface; and with a strong westerly wind blowing down the home straight, some fast last-quarters were accomplished.

#### TIMES.

The times taken were—  
Mr. Sedgwick's Sweet William (owner), o, 1 mile last half, 1.08; last 3, 32.  
Mr. John Peel's President (boy), 1, 1 mile last half, 1.00.  
Mr. John Peel's Fiddle Bird (boy), 1, 1 mile, 35, 1.09.2, 1.43.3, 2.16; last quarter, 32.2.  
Sir Paul Chater's Royal Rose (boy), o, 1 mile, 37.2, 1.14, 1.51.3, 2.28.4, —, 3.37.3.  
Sir Paul Chater's Sunlight (boy), o, 1 mile last 3, 31.3.  
Sir Paul Chater's Conqueror Aster, late Truff (boy), o, 1 mile, 35, 1.12, 1.51, 2.29.2, 3.39; last 3, 29.3.  
Sir Paul Chater's Triumph Aster, late Flock (boy), o, 1 mile, 44, 1.21.3, 1.50, 2.36.1, 3.10, 3.44; last 3, 34.  
Mr. Branton's Radium II. (owner), o, 1 mile last 3, 35, 1.11, 1.47.3, 2.20.3; last 3, 33.  
Mr. Seth's Seal (owner), o, 1 mile, 38.3, 1.18, 1.54, 2.27; last 3, 33.  
Mr. White's Clive (boy), o, 1 mile, —, 1.20, 1.58, —, 3.05.2.  
Mr. Kadorie's Durbur Chief (boy), o, 1 mile, 35.2, 1.11.1, 1.48, 2.18.2; last 3, 30.2.  
Mr. Kadorie's Malacca Chief (boy), o, 1 mile last 3, 37, 1.12.1, 1.43.1; last 3, 31.  
Mr. Kadorie's Fijian Chief (boy), o, 1 mile, 37, last 3, 1.05.2; last 3, 30.4.  
Mr. Kadorie's Barren Chief and dark grey "Navy Cupper" (boys), o, 1 mile, 38, 1.14.4, 1.53.1, 2.25; last 3, 31.4.  
Mr. Soare's Violini (boy), o, 1 mile last 3, 1.08.1.  
Rice Bird (Hickman), o, 1 mile last 3, 1.10.2; last 3, 32.2.

#### DEMY CRIPPINS.

Mr. Gilpin's Sir Galahad (boy), 1, 1 mile, —, —, 1.49.2, 2.22; last 3, 32.3.  
Mr. Kadorie's Roman Chief (boy), o, 1 mile last 3, 1.06.1; last 3, 31.1.  
Mr. Kadorie's Saxon Chief (boy), o, 1 mile, 37.1, 1.15, 1.53, 2.29.2, 3.01; last 3, 31.3.  
Mr. Kadorie's Nigerian Chief (boy), o, 1 mile, 36.1, 1.10.3, 1.45, 2.21.1, 2.53.3; last 3, 32.2.  
Mr. Meland's Luetzo Hop (boy) and chest, sub. (Skull), o, 1 mile, 37, 1.13, 1.44; last 3, 31.  
Mr. Norman's Pak Kwei (Seth), and Mr. Agard's sub. (boy), o, 1 mile last 3, —, 1.12.1, 1.45.3; last 3, 34.2.  
Sir Paul Chater's Crown Aster (boy), o, 1 mile, 37, 1.11.2, 1.48.3, 2.27.2, 3.04.4, 3.35.2; last 3, 30.3.  
Sir Paul Chater's chest, Jewel Aster (boy), o, 1 mile, 38, 1.12.1, 1.49, 2.25, 3.01.1; last 3, 31.1.  
Sir Paul Chater's dark grey Britannia Dahlia (N.C.) (boy), o, 1 mile, 35, 1.09, 1.43, 2.17.1, 2.49; last 3, 32.1.  
Mr. John Peel's grey (boy), 1, (with Fiddle Bird), 1 mile, 35, 1.09.2, 1.48.3, 2.15.2; last 3, 31.4.  
Mr. John Peel's white and grey with blinkers (boys), 1, 1 mile last 3, 33.8, 1.08, 1.49.4; last 3, 32.4.  
Mr. Soare's Polkanini (boy), o, 1 mile, 37, 1.10.3, 1.43.2, 2.18.1, 2.50; last 3, 31.4.  
Mr. Stubb's, o, 1 mile, 38, 1.12.2, 1.44.2; last 3, 31.  
ATTENTION ("NAVY CUT") CRIPPINS.  
Mr. Branton's chest, (owner), o, 1 mile, 37, 1.14, 1.51, 2.25; last 3, 34.  
Sir Paul Chater's grey (boy), o, 1 mile, —, 1.14.1, 1.47; last 3, 33.  
Sir Paul Chater's grey (boy), o, 1 mile last 3, 1.06.3.  
Mr. Seth's Sui Kwei (owner), o, 1 mile last 3, 33.2, 1.14.4, 1.46.1; last 3, 31.2.  
Mr. White's Ignorance and sub. Fiddle Bird (boy), o, 1 mile, 36.2, 1.12, 1.44.1; last 3, 32.1.

#### SUBSCRIPTION CRIPPINS.

Sir Henry May's, 1 mile, 1.45.  
Mr. Seth's Brown Boy (boy), o, 1 mile, 40, 1.19, 1.57, 2.29; last 3, 32.  
Mr. Sassoon's Candy Kid (boy), o, 1 mile, 1.06.3; last 3, 31.2.  
Hongkong Bank Mess' black (Sedgwick), o, 1 mile, 1.08.2; last 3, 37.  
Messrs. Lowe and Hickman's (Hickman), o, 1 mile, 41, 1.19, 1.51; last 3, 32.  
Mr. Shalim's Tango (Knoll), o, 1 mile, 37.2, 1.10.2, 1.45.3; last 3, 32.1.  
Mr. Frieland's black (boy), o, 1 mile, 35, 1.12, 1.49.3, 2.23.3, 2.49; last 3, 34.2.  
Mr. Richardson's (Hickman), o, 1 mile last 3, 32.3.  
Mr. David's (Knoll), o, 1 mile, 37.2, 1.14.1, 1.47; last 3, 32.4.  
Mr. Hough's brown (boy), 1, 1 mile last 3, 32.4.  
Mr. Branton's (boy), o, 1 mile last 3, 37, 1.13, 1.46; last 3, 33.  
Mr. Nornal's (boy) and Mr. Fitzwilliam's (boy), 1 mile, 1.07; last 3, 31.  
Mr. Kadorie's bay (boy), o, 1 mile, 36, 1.12, 1.49.3, 2.23.1; last 3, 34.8.  
Mr. Kadorie's brown (Mexican Chief) (boy), o, 1 mile, 37, 1.14.2, 1.45.4; last 3, 31.2.  
Jardine Junior Mess' 1 mile last 3, 35, 1.09, 1.47; last 3, 33.  
Mr. Haskins on one and boy on another, o, 1 mile, 37.1, 1.13, 1.49; last 3, 33.

### A CONFIRMED OPIUM SMOKER

#### HAD TO HAVE HIS PIPE.

A Canton resident named Sum Ling Chi was charged before Mr. Wood at the Magistracy this morning with being in possession of twenty tins of opium—fifteen tins in excess of the amount allowed by law—without written permission from the Superintendent of Imports and Exports.

Mr. G. R. Heywood, of Mr. Leo D'Almeida's office, defended, and said that his client, a confirmed opium smoker, became very sick and in consequence came to Hongkong to procure a supply of the drug. He bought twenty tins and was going to Taipo to smoke it when he was arrested. He submitted that the defendant was only guilty of a technical offence and pointed out that this was not an opium farmer's prosecution, and that all the man did was to neglect to get permission to take the opium from Hongkong. He drew his Worship's attention to the fact that under a new Ordinance on and after March 1st it would be legal for a person to possess twenty tins of opium, and said that in view of this it would be seen how trivial the offence was. His Worship would know, Mr. Heywood added, that if opium smokers could not get their smoke they became very sick, and that as a matter of fact opium water was supplied in the jail to opium smoking prisoners. They had to have it; there was no doubt about that.

His Worship said the object of the Ordinance was to prevent dealing in opium.

Mr. Heywood agreed, but pointed out there was no question of dealing in this case. It was not even alleged, and the facts were not in dispute.

Mr. Wood imposed a fine of \$750.

Mr. Heywood: \$750? Do you seriously suggest that?

Mr. Wood: That is the fine Mr. Heywood.

Mr. Heywood: \$750?

Mr. Wood: No; \$750.

Mr. Heywood: I shall appeal, that is all.

Later Mr. Heywood made an application for the return of the five tins of opium which the law allowed defendant to possess, and his Worship said he would consider the application and make known his decision to-morrow.

### THE JAPANESE ERUPTIONS.

#### Official Details.

The local Consul-General for Japan courteously sends us the following:—

The following official telegram was received at the Japanese Consulate-General at 8 a.m., 21st January:—

Putting together official reports till the 15th sent by Kagoshima Governor and officers despatched by the Home Ministry, extension of damage at Kagoshima is as follows:—

Interior condition of the volcano may maintain the same state for some time to come but presuming that there may not be danger any longer a party of explorers are climbing the volcano. 840 houses at Kuaza, one of the 18 islands in the island, are all burned down, and many domestic animals were killed but with less victim of inhabitants contrary to expectation. Besides Sakurajima, there were damages in "Kimitsu" and "Kera" districts on account of the fallen ashes and pumice-stones, and consequently the inhabitants in these districts need assistance, in addition to the 20,000 sufferers in Sakurajima. The death toll in Kagoshima city is 18 in total, including 4 in the neighbouring district, and 71 victims are 87 of seriously wounded, 71 slightly injured. The other damages in the city are—35 of houses entirely destroyed, 113 of half destroyed houses, besides many partly broken houses, damaged stone and wooden walls, bridges and stone-ways or damaged ships. The big buildings such as bazars or manufactories received no damage. Almost half of refugees returned already to the city, and the primary schools are going to open again within a few days. In a word the extension of damage is not in such a degree as anticipated in the beginning.

Damages in the North East provinces and the Hokkaido on account of famine and inundation are less than those of 1905, besides the total crop of this year in the Empire throughout being more than average crop.

#### STRAIGHT AT IT.

THERE is no use of our "beating around the bush." We might as well out with it first at last. We want you to try Chamberlain's Cough Remedy the next time you have a cough or cold. There is no reason so far as we can see why you should not do so. This preparation by its remarkable cures has at all a world wide reputation, and people everywhere speak in the highest terms of praise. It is fully sold by all Chemists and Stockkeepers.

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#### HONGKONG PROFESSORS HOPE FOR THE FUTURE.

#### University Extension Lectures Advocated.

Lecturing on Submarines before the members of the Hongkong Odd Volumes Society at the City Hall last evening, Professor C. A. Middleton Smith, Dean of the Faculty of Engineering of Hongkong University, referred to the electron theory, as put forward by Professor J. J. Thomson, of Cambridge University, and prophesied that in years to come, when the secret of the electron was discovered and their energy could be released and made to do the work now done by steam, oil and coal, and in China by muscular energy, in a vessel the size of a match-box it would be possible to take sufficient energy to drive a liner from London to Hongkong.

The Hon. Mr. H. E. Pollock E. C. O. presided over a large attendance which included H. E. Sir Henry May K.C.M.G. and Lady May, and H. E. Vice-Admiral Sir T. B. M. Jerram.

The Chairman referred to the recent submarine disaster off Plymouth, which he said had brought home very forcibly to everyone of them the great debt of gratitude that they owed to all those who risked their lives in the service of the Empire. While it was, he feared, inevitable that such accidents should occur, he thought it was at least reasonable for them to hope and expect, that with the continued progress of engineering, accidents of this nature would happen far less frequently in the future.

Professor Smith's lecture was illustrated by sketches and photographs shown on the screen by a fine lantern. At the outset he described the history, utility and characteristics of the torpedo, and passing on to some of the early attempts of inventors to construct a submarine boat, traced the development of this class of war vessel to the present day types. The wonderful development of the submarine, as well as the motor car, had been made possible he said, by the discovery of Daimler of how to utilize oil as a propelling fuel, and opined that the next development would be in the provision of a lighter storage battery to drive the motors when submerged. The great problem which faced engineers at the present time was how to obtain the maximum of energy with the minimum of weight. Coal was a secondary consideration in naval engineering, as those who paid towards the support of H.M.'s fleet well knew. The enormous increase cost of modern battleships, could be destroyed by a single torpedo, and one incline to the opinion expressed by the British Admiralty some years ago when offered a submarine invention that such a form of warfare was hitting below the belt. Another theory, put forward by one of the early inventors was that if the cost of marine warfare was reduced, it would be an economy, and the financiers would refuse to finance war and no line of peace would be brought about. This theory had recently been revived by Mr. Norman Angell in his book "The Great Illusion." Professor Smith then referred to the very close connection between all forms of scientific research and said it seemed almost impossible to improve upon the present type of submarine without gaining knowledge which would be of great use to some other branches of engineering, and then speaking of Sir J. Thomson's great work and remarkable theory of electrons he said it was no idle dream which would not be realized. It simply meant that it would be possible, when the secret had been unlocked, that a receptacle the size of a match box would contain sufficient energy to drive a ship from London to Hongkong, and it could be utilised on aerial craft to such purpose that it opened up the possibility of going almost anywhere in space at an almost incredible speed. Whether we, our children, or our children's children would see it, it did not matter: it opened up a picture of life as it would be many years hence.

Acknowledging an expression of thanks voiced by Mr. Pollock, Professor Smith said he felt that some sort of effort should be made to have something in the nature of University Extension lectures. "They would provide us," he added, "with a more matter for discussion than the kind of hat Mrs. Jones was wearing at the Cathedral last Sunday" (laughter).

### SPORTING.

#### Football.

#### THE PROPOSED INTERPORT MATCH.

A reply has been received by the Chairman of the Hongkong Football Association from the Hon. Sec. of the Shanghai F. A. with reference to the proposed interport match between the two Associations. The H.K. F. A. called last week asking for a definite answer, and Mr. Semmes has wired back "Impossible this season." The matter will be placed on the agenda for the next monthly meeting of the H.K. Football Association.

Tiding damage was caused by a fire which broke out in a Chinese house, 50, Chatham Road, Hung Hom village, yesterday. It was caused by the upsetting of a kerosene lamp by a person who it is alleged was drunk at the time. The police resisted the inmates to extinguish the flames.

#### CROUP.

EVERY young child is susceptible to croup. Don't wait until this dreadful disease attacks your little one before you prepare for it. It comes in the night when chemicals are usually closed, an (like) alone should be a warning. Got and keep Chamberlain's Cough Remedy on hand. It never fails, acts quickly and is absolutely harmless. For sale by all Chemists and Stockkeepers.







## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the  
DATES named:—

FOR	STEAMERS	TO SAIL	REMARK
SHANGHAI, MANILA, KOBÉ & YOKOHAMA	MORE	About 27th Jan.	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARK
SHANGHAI	CHINA	About 30th Jan.	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARK
LONDON, via Oval Port, DEVAHNA	DEVANHA	31st Jan.	See Special Advertisement

FOR	STEAMERS	TO SAIL	REMARK
LONDON & ANTWERP, via Suez, PANAMA, CANAL, PANAMA, CANAL, PANAMA, CANAL	NANKIN	About 4th Feb.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.  
E. A. HEWITT, Superintendent

P. & O. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.

VIA VANCOUVER AND  
THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN'S N.B.  
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From St. John N.B.

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple screw 21 knot turbine steamers of 1880 tons gross—30,025 tons displacement—the fastest, latest and most luxurious on the Pacific.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic Fleet are equipped with the latest wireless apparatus.

Each steamer Pacific 'Empress' connects at Vancouver with a Mail Express Train and at St. John N.B. with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 16,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSENGER RATES, HONGKONG TO LONDON.

EMPEROR OF RUSSIA	Optional Atlantic Port	EMPEROR OF ASIA	EMPEROR OF INDIA	EMPEROR OF JAPAN
Optional Atlantic Port	Optional Atlantic Port	Optional Atlantic Port	Optional Atlantic Port	Optional Atlantic Port

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc.

Through passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further information, maps, Guide Books, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, General Trade Agent,  
Overseas Packer Street and Prays (Opposite Blake Pier).

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## SHIPPING

## PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO  
Via Shanghai or Manila, Nagasaki, Inland Sea, Kobe,  
Yokohama and Honolulu.

## THE SUNSHINE BELT

Operating the following steamers  
MONGOLIA, MANCHURIA, KOREA, SIBERIA  
and  
NILE, CHINA and PERSIA

Some Features of Service.  
Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless Telegraphy, Submarine  
Signal Service and Billiard.



## SHIPPING

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANYHOMEWARD PASSENGER SEASON, 1914.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	From	Leave	Leave	Connecting Steamer	Due at	Due at
"Oriental"	Colombo	Shanghai	Hongkong	Colombo	Marseilles	London
Yokohama	Jan. 21	Jan. 22	Jan. 23	Yokohama	Jan. 21	Jan. 22
Yokohama	Jan. 28	Jan. 29	Jan. 30	Yokohama	Jan. 28	Jan. 29
Yokohama	Feb. 5	Feb. 6	Feb. 7	Yokohama	Feb. 5	Feb. 6
Yokohama	Feb. 12	Feb. 13	Feb. 14	Yokohama	Feb. 12	Feb. 13
Yokohama	Feb. 19	Feb. 20	Feb. 21	Yokohama	Feb. 19	Feb. 20
Yokohama	Feb. 26	Feb. 27	Feb. 28	Yokohama	Feb. 26	Feb. 27
Yokohama	Mar. 5	Mar. 6	Mar. 7	Yokohama	Mar. 5	Mar. 6
Yokohama	Mar. 12	Mar. 13	Mar. 14	Yokohama	Mar. 12	Mar. 13
Yokohama	Mar. 19	Mar. 20	Mar. 21	Yokohama	Mar. 19	Mar. 20
Yokohama	Mar. 26	Mar. 27	Mar. 28	Yokohama	Mar. 26	Mar. 27
Yokohama	Apr. 2	Apr. 3	Apr. 4	Yokohama	Apr. 2	Apr. 3
Yokohama	Apr. 9	Apr. 10	Apr. 11	Yokohama	Apr. 9	Apr. 10
Yokohama	Apr. 16	Apr. 17	Apr. 18	Yokohama	Apr. 16	Apr. 17
Yokohama	Apr. 23	Apr. 24	Apr. 25	Yokohama	Apr. 23	Apr. 24
Yokohama	Apr. 30	May 1	May 2	Yokohama	Apr. 30	May 1

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer from COLOMBO to PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"A"	Accommodation	SINGLE	RETURN
1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"A"	Accommodation	SINGLE	RETURN
1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"A"	Accommodation	SINGLE	RETURN
1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"A"	Accommodation	SINGLE	RETURN

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Hongkong	Colombo	Marseilles	London	London
BORNEO	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26
NANKIN	Jan. 28	Jan. 29	Jan. 30	Jan. 31	Feb. 1	Feb. 2
NYANZA	Feb. 5	Feb. 6	Feb. 7	Feb. 8	Feb. 9	Feb. 10
NORSE	Feb. 12	Feb. 13	Feb. 14	Feb. 15	Feb. 16	Feb. 17
NILE	Feb. 19	Feb. 20	Feb. 21	Feb. 22	Feb. 23	Feb. 24
MAITA	Feb. 26	Feb. 27	Feb. 28	Feb. 29	Feb. 30	Mar. 1
KHIVA	Mar. 5	Mar. 6	Mar. 7	Mar. 8	Mar. 9	Mar. 10
NUBIA	Mar. 12	Mar. 13	Mar. 14	Mar. 15	Mar. 16	Mar. 17
NAMUR	Mar. 19	Mar. 20	Mar. 21	Mar. 22	Mar. 23	Mar. 24

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £20 SINGLE; £35 RETURN.

2nd SALOON £12 SINGLE; £20 RETURN.

FARES TO MARSEILLES

1st SALOON £12 SINGLE; £20 RETURN.

2nd SALOON £6 SINGLE; £10 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT, Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS

TONS TO SAID

SHANGHAI, NAGASAKI, GOEBEN, Capt. A. Ahlborn, (17,300) THURSDAY, 22nd Jan.

Kobe & Yokohama, (17,300) THURSDAY, 22nd Jan.

MANILA, YAP, MARON, PRINZ SIGISMUND, Capt. A. Hering, (8,750) SATURDAY, 24th Jan., at 9 a.m.

BRISBANE, SYDNEY & MELBOURNE, (8,750) SATURDAY, 24th Jan., at 9 a.m.

PRINZ WALDEMAR, Capt. O. Jursky, (8,700) TUESDAY, 3rd Feb.

Kobe, (8,700) TUESDAY, 3rd Feb.

JESSELTON, KUDAT and BORNEO, Capt. J. Koeber, (8,700) WEDNESDAY, 4th Feb., at 9 a.m.

SANDAKAN, (8,700) WEDNESDAY, 4th Feb., at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Telefunken.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship 1914

MARE 2nd Feb.

TUEBINGEN 16th Feb.

LOTHRINGEN 2nd March

THURINGEN 16th March

FRANKEN 30th March

GOETTINGEN 13th April

For further Particulars apply to

NORDDEUTSCHER LLOYD, MELOHRS & CO., GENERAL AGENTS.

## SHIPPING

## AUSTRIA

## LLOYD

Under Mail Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port Said.

S.S. BOHEMIA, 7,900 tons, will leave as above on 15th February, at 4 p.m.

Superior accommodation for 1st, 2nd and 3rd class passengers, no extra, no tips, no inside cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £36, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port Said.

S.S. CHINA, 11,880 tons, will leave as above about 2nd February.

These Steamers, of large tonnage are fitted with comfortable and ample accommodation for 1st, 2nd and 3rd class passengers. No extra, no tips, no inside cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES Triest-London.

Via Venice, Milan, Simplicon, Lazzarini, Paris, Calais, or Boulogne, Class I £21, II £14.

Via Venice, Milan, St. Omer, Courmieu, Bala, Laon, Orlans, or Boulogne, Class I £21, II £14.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21, II £14.

Via Munich, Cologne, Frankfurt, Class I £21, II £14.

TO SHANGHAI

S.S. BOHEMIA, 7,900 tons, will leave as above on 1st February, at 8 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £3, 2nd £2, 3rd £1.

TO KOBE, via SHANGHAI, YOKOHAMA.

S.S. VOIWAERTS, 12,900 tons, will leave as above about 31st January.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER &amp; CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE &amp; ST. PAUL RAILWAY CO.

Connecting at TACOMA &amp; SEATTLE with THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers Captains Leave

CHICAGO MARU, Capt. Goto, Thursday, 2nd Jan. at 1 p.m.

CANADA MARU, Capt. Yamamoto, Wednesday, 4th Feb. at 1 p.m.

TACOMA MARU, Capt. Hamada, Saturday, 1st Feb. at 1 p.m.

PANAMA MARU, Capt. Kaneko, Wednesday, 4th March at 1 p.m.

SEATTLE MARU, Capt. Saito, Saturday, 1st March at 1 p.m.

MEXICO MARU, Capt. Kobayashi, Saturday, 1st March at 1 p.m.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; YOKOHAMA.

Calling at MOJI, KOBE, YOKOHAMA &amp; YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Bulk, Treasure and Perishable. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captains Leaving

ANNAN MARU, Capt. Komiyama, Tuesday, 3rd February a.m.

INDO MARU, Capt. Komiyama, Tuesday, 3rd February a.m.

SAIGON MARU, Capt. Komiyama, Tuesday, 3rd February a.m.

For MOJI, KOBE &amp; YOKOHAMA.

Steamer Captains Leaving

SAIGON MARU, Capt. Komiyama, Tuesday, 3rd February a.m.

LUZON MARU, Capt. Komiyama, Tuesday, 3rd February a.m.

INDO MARU, Capt. Komiyama, Tuesday, 3rd February a.m.

These Steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON KIP WHARF (near the Harbour Office, Prince's Building).

For further information, apply to

Z. KAMIYA, Manager, Second Floor No. 1, Queen's Building.

OHINA AND FORMOSA LINE.

For TAMSUI via SWATOW &amp; AMOY.

Steamer Captains Leaving

DALIN MARU, Capt. Murakami, Sunday, 25th Jan. at 10 a.m.

DAIJI MARU, Capt. Tokunaga, Sunday, 1st Feb. at 10 a.m.

For FOOSHOW via SWATOW AND AMOY.

Steamer Captains Leaving

KAIJO MARU, Capt. Yamamoto, Wednesday, 28th Jan. at Noon.

For ANPING &amp; TAKAO via SWATOW &amp; AMOY.

Steamer Captains Leaving

SOSHI MARU, Capt. Tachibana, Wednesday, 28th Jan. at 8 a.m.

For CANTON.

Steamer Captains Leaving

SOSHI MARU, Capt. Tachibana, Wednesday, 28th Jan. at 8 a.m.

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For TAMSUI via SWATOW &amp; AMOY.

Steamer Captains Leaving

DALIN MARU, Capt. Murakami, Sunday, 25th Jan. at 10 a.m.

DAIJI MARU, Capt. Tokunaga, Sunday, 1st Feb. at 10 a.m.

For FOOSHOW via SWATOW AND AMOY.

Steamer Captains Leaving

KAIJO MARU, Capt. Yamamoto, Wednesday, 28th Jan. at Noon.

For ANPING &amp; TAKAO via SWATOW &amp; AMOY.

Steamer Captains Leaving

SOSHI MARU, Capt. Tachibana, Wednesday, 28th Jan. at 8 a.m.

For CANTON.

Steamer Captains Leaving

SOSHI MARU, Capt. Tachibana, Wednesday, 28th Jan. at 8 a.m.

These Steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON KIP WHARF (near the Harbour Office, Prince's Building).

For further information, apply to

Z. KAMIYA, Manager, Second Floor No. 1, Queen's Building.

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